

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation

Minutes - *Draft* September 26, 2006

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at Valley Metro – RPTA, 302 North First Avenue, Room 700, Phoenix, Arizona 85003 on September 26, 2006 with Chairman Roc Arnett presiding.

Members Present:

Roc Arnett, Chairman
Terry Rainey, Maricopa County District 1
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4

Members Absent:

Jack Lunsford, Member at Large

Others Present:

Joseph B. Ryan, Citizen
Jim Lykins, former CTOC Board Member
Dave Boggs, Valley Metro-RPTA
Dan Lance, ADOT
Bob McKnight, Citizen
Elizabeth Neville, ADOT
Susan Tierney, Valley Metro-RPTA
William "Blue" Crowley, Citizen
Jim Dickey, ADOT
Eric Anderson, MAG

Gary Bourne, Citizen
Bryan Jungwirth, Valley Metro-RPTA
Bill Hayden, ADOT
David Carey, Citizen - AZ Bridge of Independent Living
Kwi Kang, ADOT
Jonel Grant, Booz Allen Hamilton, Corp.
Sandra Quijada, ADOT
Jim Brown, Transit Public Safety
Dianne "DD" Barker, Citizen

1. Call to Order:

Terry Rainey Board Member, Called to Order the Citizen's Transportation Oversight Committee meeting at 4:10 p.m. He stated due to unforeseen circumstances Chairman Arnett will be late. He then welcomed the public, a former CTOC Board member, Jim Lykins and a citizen representing the Arizona Bridge to Independent Living.

2. Approval of the Minutes for May 23, 2006:

Chairman Arnett arrived and called for a motion to approve the minutes of the May 23, 2006 meeting.

Board Action: Terry Rainey moved to approve the minutes and the motion was seconded by Nelson Ladd and carried unanimously.

3. Staff Report:

Bill Hayden, Special Assistant for the Regional Freeway System reported on the US60, the Superstition Freeway, between Gilbert and Power Roads, General Purpose lanes and HOV lanes are being added. Construction has been ongoing for about one year; it is on schedule and will be completed in mid 2007. The eastern segment of the Santan Freeway from Gilbert Road to Elliot Road was completed in the summer. The Red Mountain Freeway construction project is ongoing in northeast Mesa from Power to University. The construction is on schedule and is to be complete in mid 2008. The segment from University to Southern also is under construction and is anticipated to be completed in mid 2007. A third project associated with University to Southern is the completion of the west half of US60, Red Mountain Santan Traffic Interchange. Construction is on schedule and anticipated to be open in mid 2007. The project on Interstate 10 at Ray Road is a connector road between the City of Phoenix and the City of Chandler and entails improvements to the interchange. The project just commenced and is to be complete in 2007. In the West Valley, a grade separation at Grand Avenue, 59th Avenue and Glendale Avenue opened the traffic in July of this year. The completion of that was one of eight grade separation improvements. The southern half of the Bethany Home Road Traffic Interchange was completed early this summer and the north half is now underway and due to be complete in 2007. In central Phoenix on the Maricopa Freeway between 16th Street and Buckeye Road, a screening noise wall is under construction on the north side of the freeway to be completed next year.

Project developments include the Red Mountain construction segment between SR51 and the Price Freeway with widening of the freeway. A design concept report is being developed and the environmental document is underway. The study will be completed in February 2007. For the South Mountain Freeway, ADOT announced the preliminary preferred build alternative for the western segment of the project that would connect I-10 at 55th Avenue and proceed south of Laveen. A draft EIS was published and input is being sought from agencies who participated in the study. A public process will be held to hold public hearing(s). The completion of the final EIS will be in early 2007 with anticipated approval from the Federal Highway Administration and a decision in late 2007. The ongoing segment is roughly from 51st Avenue east to I-10. Studies are ongoing. The project discussed at length in the West Valley is Loop 303, Estrella Freeway. The segment from Happy Valley Road to I-17 connecting to Lone Mountain Road plans are 30 percent underway and are due this week. A public hearing was held with approximately 100 people in attendance. People were pleased with the project and were anxious to get the project started. The segment from Peoria Avenue to Bell Road plans are 30 percent underway and are due in March 2007. From Bell Road to Grand Avenue, 30 percent plans are underway and are due later this year. The SR801 or the I-10 Reliever Project components include the SR303 to SR202 and scoping/environmental is underway and due in May 2007. Thirty percent plans will follow to be complete in January 2008. The second section, SR85 to SR303 study has been defined, data collection is underway, environmental/scoping activities are ongoing and the project will be constructed in the fourth phase of the Regional Transportation Plan.

Mr. Hayden spoke to a group of citizens in Sun City and interest was expressed on the status of Grand Avenue. On the segment from SR303 to SR101, the design concept report is underway and due in December 2006. A citizens group has been formed to involve residents with ADOT on dialogue and citizens involvement. On the 99th Avenue to 83rd Avenue section that will include widening, work has included a preliminary engineering study.

On August 16th, the Maricopa County Board of Supervisors invited the Citizen's Transportation Oversight Committee to attend a Recognition meeting in which they honored the Board's participation in transportation issues in Maricopa County. Recognition Plaques were given out. Chairman Arnett then presented plaques to the Board members that weren't able to attend including Jim Lykins, a former CTOC Board Member.

4. Valley Metro – RPTA, 20-Year Strategic Vision and Plan:

Chairman Arnett asked Dave Boggs of Valley Metro to introduce his presenter Jonel Grant and thanked Mr. Boggs / Valley Metro for hosting the meeting today.

Mr. Boggs stated that they are looking at a Twenty-Year Strategic Plan and Efficiency Study. Their Board developed a draft vision, mission and goals that will go to the Board on October 19th. Under Proposition 400, the agency went from \$7 million to more than \$100 million and need to look at things differently. Their purpose in this presentation is to get input on the future of their organization. Mr. Boggs then introduced Jonel Grant of Booz Allen Hamilton, Corporation.

Mr. Grant stated their Twenty-Year Strategic Plan is critically important for Valley Metro, RPTA and Department Agencies. It has been underway since March 2006. Proposition 400 was a huge catalyst. RPTA's environment is changing with organization changes, outside pressures including oil prices and growth related issues. Interviews have been held with stakeholders including RPTA's member agencies, ADOT and MAG. An extensive set of questions are being asked. Feedback was that the expectations are almost always more than what funds allow. Comments heard included safe service, secure service, timely, reliable, on-time, convenient, affordable, access to jobs, medical facilities and delivery on Proposition 400. Challenges include funding and cooperation between memberships getting the service out. On June 22nd, a Retreat for their Board was facilitated to put together the mission and vision statements. A follow up meeting was held on September 7th. Prior to that, input was used from interviews and meetings on the mission and vision. The draft mission statement and vision statement were shared. A session on goals also was held. From here outreach to the business community is needed.

Mr. Grant then gave a PowerPoint presentation on their Twenty-Year Strategic Plan and handed out hard copies of the presentation. Hard copies of his presentation are available upon request.

Questions asked:

Joe Ryan, Citizen asked about the timing of incorporating the cost element into the planning system.

Mr. Grant replied, that it is being looked at and in terms of providing cost efficient services; it's a goal everyone shares and involves planning and incorporation by all agencies. Another example might be procurements and economies of scale. Different subsets of planning are being examined individually as part of roadmaps and cost efficiency performance measures are being developed for RPTA.

Bob McKnight, Citizen commented that when we started this whole thing just before Transit 2000, MAG came to the city and offered to build a system totally on taxpayer's money. Under the vision statement, many people in Maricopa County will travel with ease using state service successful, efficient, dependable integrative, public transportation services. What about the talk about the private transportation services, we're out the window. Forget about our safety, accessibility, and let's get public transit. That's what I propose. Mr. McKnight said his question is why isn't private transit more available?

Mr. Grant said that it is not within Valley Metro RPTA's purview to control private transportation.

Dianne Barker, Citizen asked if RPTA includes Valley Metro Rail.

Mr. Grant replied that it was.

At this point a disruption occurred in the meeting with a citizen and the individual was escorted out of the meeting. The meeting resumed.

Chairman Arnett suggested a more positive process. That RPTA develops and delivers or that the process is developing and delivering integrative services to make it a more direct, positive stronger mission statement.

In regard to the goals, a question was asked which goal refers to marketing.

Mr. Grant stated it is contained in goal number four, increase transit visibility. A marketing plan has recently been developed and will be presented to the Board in the near future.

The statement was made that core values are reflected in the goals and input from surveys and public comments from outreach efforts. Salt Lake has developed a vision of values by the key users and it was questioned whether this has been built into the our process.

In reply, it has not; however, there are parallels as colleagues have worked on the Salt Lake strategic plan as well and the senior management team alignment. The core values will be looked into further.

Chairman Arnett asked are if there are record delivery times with the tremendous growth of the Valley.

Mr. Anderson from MAG said yes, there is an agreement as part of Proposition 400, that ensure elements are met.

Nelson Ladd, Board Member commented that reports with costs associated with them are much more beneficial. He asked if reports have been made with costs associated and benefits.

Mr. Grant replied there are cost models with budget data that identify cost benefit analyses.

George Davis, Board Member stated that he attended the Transportation Program Committee last week and said that the State has given Maricopa County he believes \$186 million out of \$300 million for county road construction. From that meeting, Maricopa County and the road committees must do something positive to point to the citizens and elected officials that we are accomplishing something. We need to see results and publicize them.

David Carey, Citizen representing the Arizona Bridge to Independent Living asked about buses, increased services for the disable and problems he has encountered.

David Boggs responded that all of the equipment is ordered with ADA specifications. He stated there was an issue where one of the wheelchair lifts was not quite to specs and that is in the process of being fixed. Equipment is never delivered without being ADA certified.

Mr. Grant continued with the second part of his presentation, "Efficiency - Effectiveness Study" that focuses on Proposition 400 and accountability. This separate effort has been underway since March or April 2006. The focus has been on how the reporting is going to work particularly on fixed route, bus service, para-transit service and rail service. A technical advisory committee is working to come up with performance measures to report on performance under the Proposition 400 context. Audits will take place on five-year intervals. Four specific goals include a system of preservation and safety, access and mobility, sustaining environment and accountability and planning. They looked at what is currently being reported, what is the industry's best practice and how to ensure Proposition 400 requirements are being met. A proposed framework was developed and includes recommendations of detailed performance measures including fare box recovery ratio, cost per revenue mile and so on. The intent of the process was to have as much congruence as possible between what rail was going to report and what bus was going to report. Next steps are to continue with the technical advisory committee schedule, a testing of the framework and a measurement manual with consistent definitions.

Chairman Arnett asked that assuming the cost per revenue mile doesn't go up, and it's the operation side, where is the cost of the original construction compared to the other issues of best practices nationwide, federal regulations? How do you get a measurement for the next five years?

It was stated In reply, that Valley Metro Rail is going to undergo intense scrutiny and will impose its own measures including surveys.

Chairman Arnett asked if this rises to the level of accountability that was discussed in the 2004 legislation.

Mr. Grant replied that is the intent. It will address the questions raised by the auditor at the time of the audit.

Chairman Arnett asked who is crafting the questions for the auditor.

Mr. Grant stated the questions are supplied by members of the Arizona Legislature, the Auditor General's Office and other specific parties. A survey is also done by interested parties who submit questions that can potentially go into the Performance Audit.

There will be an eighteen month review in preparation for the audit in five years and there will be the ability to do a mid-course correction if necessary.

5. Growth and Transportation:

Eric Anderson, Maricopa Association of Governments gave a presentation on statewide growth and its implications, finances and construction costs. A summary of action items from meetings held with other councils of governments held across the State were discussed using visual depictions of the State in 2000 with 5.5 million people and a projection of 16 million in the State. There is tremendous growth in Pima County, Pinal County and Maricopa County. In Arizona, only approximately thirty percent of the land is available for development, the rest is forest park land. If we are going to continue to grow, we need to look at statewide mobility. There is an increasing amount of work being done with Pinal County, including MOVE Arizona Plan, Hidden Valley Study and incorporating a companion study on Hassayampa Valley. These are major planning areas with a build out population of two to three million people west of the White Tank Mountains. Housing units in Maricopa County and Pinal County approved or in the pipeline to be approved are estimated to be 1.5 million, which translates to 4 million people. The Loop 303 is funded to the I-10 reliever and is likely to be extended to Pinal County. The City of Maricopa has grown from 1,000 to 20,000 and is on its way to 100,000. And has one way in, causing major issues.

Money for transportation relies on four areas: 1) local taxes - Proposition 400, this year raising approximately \$360 million, enjoying double-digit growth over the last 15-16 months; 2) federal funds – increasing speculation the Highway Trust Fund is going to go broke, which is not true, the next reauthorization will be put in place in 2009 and will not include large increases; 3) private sector; 4) State Highway User Revenue Fund – FY2005, \$1.23 billion with 50 percent going to ADOT for distribution to cities and towns and counties.

Fuel taxes are declining. They have been fixed at 18 cents since 1991. In 1995, they represented 57 percent of the funding and it will fall to 50 percent by 2010 and will continue to fall if the gas tax isn't changed.

Questions and discussions were held regarding per capita and adjustments for inflation.

Regarding revenue and financing tools, Highway User Revenue Fund needs to be fixed. Something needs to be done with no increase in gas tax since 1991. Cities are in need in basic street maintenance. ADOT funding is tied to Highway User Revenue Fund and is facing the same problem. Federal funds are not going to provide increasing amounts of money and are probably going to stay constant in the best case. The Highway System has expanded and there are higher maintenance costs, therefore a shrinking amount of money for ADOT to do major projects. Raising the index gas tax has little immediate impact due to the indexing itself; however, over five years we will get back to where we need to be relative to inflation. Approximately two-thirds of the state sales tax comes out of the Maricopa County region. There is an equity issue of how much money needs to stay in Maricopa County to improve that system. The needs are different across the region. The state sales tax raises approximately \$500 million a year. Two models were looked at for regional impact fees, the California model with a uniform regional fee across jurisdictions. In Arizona, there are impact fees for transportation, most are done at the city and town level. Pinal County is talking about doing one county wide. Public private partnerships say that existing laws don't work because they don't allow public contributions with private money. Problems in the 1990's regarding toll roads were that there was no ability for the public sector to contribute to the project. Regarding construction capacity issues, monitoring of construction costs have been done. A region wide construction forum was held. A

national economist gave his perspective. Cement shortages and prices are significant and will continue to be monitored. Asphalt also is becoming scarce. Contractors cannot get guaranteed pricing; therefore will not

bid on the job or will make sure the bid is high enough to cover their costs. From here, there have been two joint meetings with the Arizona Council of Governments from around the state and outcomes include: 1) monitor construction capacity issues and modernize procurement process to reflect market reality, 2) seek development, business community and legislative support for revenue and financing tools, 3) create incentives for development to contribute to highway infrastructure, 4) work with State Land Department to preserve future highway corridors, 5) explore partnerships on Interstate corridors and 6) work on statewide approach.

A question was asked how quickly the Arizona Legislature needs to start acting regarding the financing. Mr. Anderson stated they would like to see something happen in this upcoming session. Time is running short and one or two of the initiatives need to be moved and acted on.

6. RTP FY 2007-2011 Freeway Construction Program:

Bill Hayden, ADOT, discussed the highway element to Proposition 400 in particular the first five years of the program. The Regional Transportation Plan Freeway Program's twenty-year plan is composed of new construction, HOV lanes, general purpose lanes, right-of-way protection, interim corridor development, new traffic interchanges and more. The major projects planned for FY2007 are \$737 million and were highlighted in the handout. In the West Valley, the I-10 Construction Accelerated Schedule was shared and includes Loop 101 to Dysart, Dysart to Sarival inside widening and Dysart to Sarival outside widening. Several projects on I-17 were outlined reflecting growth on the east and west side of I-17. Study Corridors were highlighted on a map indicating the projects in the Valley. A map of the HOV Lanes and General Purpose Lanes in Phase 1 was shared as well as new traffic interchanges and HOV ramp connections and existing corridor widening and improvements.

A question was asked about what provisions are being made to fix the pitch point at Loops 101 and 202. In reply Mr. Hayden said the interchange is being reviewed.

The Loop 303 alignment from Grand Avenue to south of I-10, does not have right of way currently, therefore, in FY2006-2010, a great deal of funds will be spent for sufficient right of way in order to build the interchange. Another multiphase project is the South Mountain.

In summary, existing corridor widening and improvements are 122 miles, HOV lanes are 70 miles, new traffic interchanges and HOV ramp are 5 TI's and 1 connector, new construction and multiphase new construction is 38 miles, right of way protection 27 miles, studies of 75 miles, rubberized asphalt 34 miles. The five year program of \$3.2 billion is the largest program ever in the state.

Terry Rainey, Member asked about the HOV lanes on the Loops 101 and 202 and the cost to retro fit the HOV lane and impeding the traffic flow, is there a way in the future to plan and install the HOV lanes.

Mr. Hayden replied yes, however, based on funding, we are faced with difficult decisions.

Nelson Ladd, Member asked about federal funding for HOV lanes.

Mr. Hayden stated that federal funding is utilized anywhere possible. Regarding whether it was a requirement, it was a conditional element of the Federal Highway Administration approval for the I-10. From that point on it was a decision made by ADOT and MAG. HOV lanes can give us credit for air quality.

Nelson Ladd asked if the cost is \$3.2 billion, what is the projected revenue.

Mr. Hayden said one of the responsibilities of ADOT is to semi-annually evaluate cash flow and keep that in balance and so far revenues are in sync. The Five Year Performance Audit was just finished and the program is in balance.

7. Call to the Public:

Dianne Barker, Citizen, distributed a bus map to the CTOC Board and discussed the value added. The bus she uses is at capacity. It is so successful they needed to add an additional bus during that time. Because of the growth, she hopes that we have a good plan that we can be flexible and use the bus rapid transit idea. We are petroleum dependent. America is crisis related. We need a plan B and need to get people around in a flexible system.

Joe Ryan, Citizen, mentioned a PR problem. He stated that in the late 1990's, the Light Rail was advertised as rapid transit and it's not. It's slow. When Proposition 400 came along, billboards said finish the highways. If you hear that the half cent sales tax is going to finish the needs for the highways, it does not, and that's what's troubling. There are bottlenecks. The low stack, the high stack at I-17 and Loop 101 are built too small because of the money problem. As we get another four million people further away and they all want to come downtown, you need high speed and low cost, we can't become a high cost county. We need a link to California, high speed, low cost link to stay competitive with other counties of this world. Don't worry about other counties in Arizona; we have to worry about our county.

Bob McKnight, Citizen, expressed concern with I-17 and how money is being spent on it. Right now 91st Avenue goes from Sun City to New River, which is virtually unused. There are a lot of accidents in the I-10 tunnel. We need to solve that problem. One solution that I will pay for myself is a sign that says "for safety sake, turn on your headlights". With the afternoon sun, you cannot see the cars. The signs are already in the warehouse and I think accidents will decrease if headlights are turned on. We keep hearing about concrete shortages. Fly ash is a byproduct of a coal product. It is easily accessible. The Chinese use 70 percent of it in their concrete. In other states, steel is used in their freeways. Why isn't there recycling of concrete? And we need to rebuild our buses. A company I spoke to said that they would refurbish the latest version at the cost of 70 percent of a new bus and save us quite a bit of money.

8. Next Scheduled Meeting:

Tuesday, October 24, 2006
Arizona Department of Transportation
206 S. 17th Avenue, # 145-147
Phoenix, Arizona 85007

9. CTOC Board Member Reports:

There were none at this time.

10. Closing Comments and Adjournment:

No additional comments were made.
The meeting adjourned at 6:20 p.m.